

Summary of major performance measures

In evaluating the various proposals for the I-69 extension, the Indiana Department of Transportation studied a series of "Major Performance Measures". These measures were not the sole criteria for their decision, however they do highlight some major advantages that this particular route offers for Hoosiers across the state. I have listed some of the key statistics below.

Travel Time Savings (per trip):	26 Minutes
Travel Time Savings over 20 years (driver time & vehicle operating cost savings) for trips between Evansville and Indianapolis:	\$1.38 billion in driver time and vehicle operating cost savings over 20 years
Education Access:	360,000 more Hoosiers will be within 1 hour access to a major college or university
Safety- fewer accidents per year:	1,567 fewer accidents resulting in serious injuries each year
Freight Savings per day:	\$155,000 in savings per day in truck operating costs

Source: Indiana Department of Transportation



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Dear Friends:

I was honored to join Governor Frank O'Bannon recently for the announcement of the final route selection for Interstate 69. I am pleased the new highway will connect Evansville and Indianapolis via Washington, and I hope that the enclosed information will be of interest to you.

You will notice that a final route in Daviess County has not yet been determined, however transportation officials assure me that additional information is being gathered on the best option in and around Washington. Their decision will be based on careful consideration of the environment and the potential impact on archeological and historic sites in our area as well as the most efficient use of your tax dollars.

The final route for Daviess County will be decided later this year, however, if you would like additional information in the meantime, you can access it online by visiting my website at www.in.gov/H63.

I believe the construction of Interstate 69 will contribute to an improved quality of life for Hoosiers in Southwest Indiana for generations to come. If I can be of service to you regarding this or any other state government issues, please feel free to contact me.

Sincerely,

Dave Crooks
State Representative
Daviess, Dubois, Martin & Pike Counties

INSIDE

•I-69 Questions and Answers •I-69 Preferred Corridor Map

I-69 Questions & Answers

I-69 Preferred Corridor

The following are questions that have been addressed by the Department of Transportation regarding the recently selected I-69 Route from Evansville to Indianapolis:

1. Where will the money come from to pay for this \$1.7 billion project?

Governor O'Bannon has asked the Indiana Department of Transportation to put together a financial strategy for this project. The cost is \$1.7 billion, 80 percent of which will be paid by the federal government.

2. What about the potentials for cost increases as the project moves on?

The existing cost estimates are sound. INDOT will continue to refine the cost estimates throughout the remaining stages of the process, to take into account environmental mitigation commitments and other issues.

3. What percentage of the preferred alternative involves new terrain?

Approximately 35% of the length of the route will incorporate an existing four-lane highway (SR 37). The remainder of the project (about 65%) will be on two lane state roads or on new terrain depending on the final alignment.

4. How will INDOT address the impact on farmlands in our area?

The critical factor affecting farmland preservation over the long term is effective land use planning at the local level. INDOT will work with local governments and the Indiana Farm Bureau to develop land use strategies that allow for growth, while protecting farmland. INDOT will also consider purchasing development rights, from willing sellers, along this corridor.

5. How will INDOT deal with the impacts to forested lands in southern Indiana?

To offset the loss of core forest, INDOT will work with the U.S. Forest Service and the Department of Natural Resources to preserve and re-forest land. This project presents an excellent opportunity to enhance and strengthen existing core forest habitat within the protected boundaries of federal and state-owned forested areas such as the Hoosier National Forest.

6. What about potential impacts to historic and archeological sites?

Extensive work has already been completed to identify historic and archeological sites listed in or eligible for the National Register and efforts have been made to avoid these sites. To the extent necessary, any outstanding historic preservation issues will be resolved prior to the release of the Final Environmental Impact Statement (EIS).

7. What about potential impacts to the Thousand Acre Woods?

Although the project avoids impacts to the Thousand Acre Woods, the Nature Conservancy has voiced some continuing concerns that they would like INDOT to consider. We will be meeting with the Nature Conservancy in the coming months to make sure their concerns are addressed before the Final EIS is issued.

8. What about relocations of family property and businesses?

Any alternative that upgrades existing four-lane routes would involve a significant number of relocations. Approximately 35% of the preferred alternative 3C is on existing four-lane highway routes, mainly along SR 37 between Bloomington and Indianapolis.

9. How will the impact on Amish and Mennonite communities near Washington be minimized?

A preferred route around the City of Washington has not yet been determined. INDOT and FHWA will be working closely with the Amish and Mennonite communities, the environmental regulatory agencies, and others to review the issues before making a decision about that corridor. That decision is expected to be made by the time the Final EIS is issued.

10. What will be the next step in the process as you move toward construction??

The identification of a preferred alternative is an important milestone, but it is not the end of the process. In fact, substantial work remains to be done. The next major milestone in the study is the publication of the Final Environmental Impact Statement (FEIS).

11. How long will it take for a Final Environmental Impact Statement to be released?

It is expected that a Tier 1 Final Environmental Impact Statement (FEIS) will be issued in mid-to-late 2003, with a final Tier 1 Record of Decision (ROD) issued shortly thereafter.

